AMENDMENTS TO THE CLAIMS:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended) A seatbelt lock having a preventive tensioning device which moves the seatbelt lock from an operating position into a lowered safety position with respect to the operating position and which comprises an energy accumulator and a drive unit, in that the seatbelt lock [[(1)]] is maintained preloaded in the operating position by means of the energy accumulator [[(4)]], the drive unit [[(6)]] transferring the seatbelt lock [[(1)]] from the safety position back into the operating position, ~~characterized in that~~ wherein the drive unit [[(6)]] of the tensioning device [[(2)]] moves the seatbelt lock [[(1)]] from its operating position into a raised comfort position with respect to the operating position.

2. (currently amended) The seatbelt lock as claimed in claim 1, ~~characterized in that~~ wherein the energy accumulator [[(4)]] is a compression spring [[(7)]] which is connected to the seatbelt lock [[(1)]] via a draw-in cable [[(3)]].

3. (currently amended) The seatbelt lock as claimed in claim 1, ~~characterized in that~~ wherein a rack [[(5)]] is fastened to the seatbelt lock [[(1)]] and interacts with a corresponding driven gear [[(13)]] of the drive unit [[(6)]].

4. (currently amended) The seatbelt lock as claimed in ~~either of claims 1 and 3, characterized in that~~ claim 1, wherein the drive unit [[(6)]] is an electric motor which drives an electric motor-operated seat adjuster.

5. (currently amended) The seatbelt lock as claimed in ~~either of claims 1 and 3, characterized in that~~ claim 1, wherein the drive unit [[(6)]] is a hydraulic pump.

6. (currently amended) A deflection unit for a seatbelt lock having a preventive tensioning device, ~~characterized in that~~ wherein a shaft [[(14)]] is provided with a cam track [[(14a)]] which is in engagement with a catch [[(17)]] and a ratchet gear [[(13)]] is provided with a grooved track [[(13a)]] which is in engagement with the catch [[(17)]], the ratchet gear [[(13)]] being able to rotate on the shaft between two operating positions.

7. (currently amended) The deflection unit as claimed in claim 6, ~~characterized in that~~ wherein the catch [[(17)]] is not in engagement with the grooved track [[(13a)]] during a preventive tensioning operation.

8. (currently amended) The deflection unit as claimed in claim 6, ~~characterized in that~~ wherein the catch [[(17)]] is not in engagement with the cam track [[(14a)]] during a reversing operation.

9. (currently amended) The deflection unit as claimed in ~~one of claims 6 to 8, characterized in that~~ claim 6, wherein, when there are high tensile forces on the seatbelt lock [[(1)]], the ratchet gear [[(13)]] can be rotated as far as stops [[(28)]] on the shaft [[(14)]].

10. (currently amended) A synchronizing unit for a seatbelt lock having a preventive tensioning device for controlling tensioning, reversing and locking operations, ~~characterized in that~~ wherein locking blocks ~~(21, 22)~~ are mounted so that they can be rotated relative to one another within a housing [[(8)]] for a spring [[(7)]].

11. (currently amended) The synchronizing unit as claimed in claim 10, ~~characterized in that~~ wherein the end faces ~~(32, 33)~~ of the locking blocks ~~(21, 22)~~ are designed as tooth flanks.

12. (currently amended) A synchronizing unit for a seatbelt lock having a preventive tensioning device for controlling tensioning, reversing and locking operations, ~~characterized in that~~ wherein spiral hubs ~~(34, 35)~~ are arranged on a shaft [[(14)]], it being possible by displacing the spiral hubs ~~(34, 35)~~ toward one another to transmit a torque to a ratchet gear [[(13)]] which drives the seatbelt lock [[(1)]], grooves [[(39)]] of the pin disk [[(37)]] being in engagement with openings [[(40)]] of the perforated disk [[(38)]].

13. (currently amended) The synchronizing unit as claimed in claim 12, ~~characterized in that~~ wherein a spring unit [[(36)]] preloads the spiral hubs ~~(34, 35)~~ relative to one another.